

FINAL Minutes of IHRA Steering Committee Meeting
November 9 & 10, 2000
U.S. Mission
Geneva, Switzerland

Attendees:

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| Australia | Keith Seyer |
| Canada | Brian Jonah |
| EC | Per-Ove Engelbrecht |
| EEVC | Bernd Friedel |
| France | Dominique Cesari |
| Hungary | Sándor Szabó |
| Italy | Claudio Lomonaco |
| Japan | Masahiko Naito Yoshiyuki Mizuno Takahiro Ikari |
| Poland | Wojciech Przybylski |
| Sweden | Anders Lie |
| The Netherlands | Gerard J.M. Meekel |
| United Kingdom | Peter O'Reilly Richard Lowne John Jeyes |
| United States | Raymond P. Owings Joseph Kianianthra Julie Abraham |

Agenda Items:

THURSDAY

1. ◦ Call to Order & Introductions - Ray Owings
2. ◦ Review of Last Meeting Minutes - Ray Owings
3. ◦ WG Reports
 - ± Side Impact (Australia)
 - ± Advanced Offset Frontal (Italy/EEVC)
 - ± Vehicle Compatibility (United Kingdom/EEVC)
 - ± ITS (Canada)
 - ± Pedestrian (Japan)
 - ± Biomechanics (US)
4. ◦ WP29 & GR Presentations
 - ± U.S. will coordinate this activity
 - ± GR presentations will be made by the WGs

- ± Presentations will be planned for after ESV
- 5. ◦ ESV Update - Gerard Meekel
- 6. ◦ Adjourn

FRIDAY

- 7. ◦ IHRA Program Review
 - Presentation of IHRA Critical Self Reviews
 - Discussion of Future IHRA program goals and directions
- 8 ◦ IHRA Final Reports (Is there a need for a technical report at this time for each WG?)
- 9. ◦ New Business
 - ± ITS Working Group has placed all meeting materials on the IHRA web page
 - ± Next Meeting
 - ± Is there a need for a March 2001 meeting?
 - ± IHRA meeting at the ESV meeting in Amsterdam (Sun. June 3, 2001)
- 10. ◦ Adjourn

Welcome & Approval of June 1999 Minutes:

Chairman Ray Owings opened the meeting and called the meeting to order. He reported that John Hinch could not be in Geneva to attend the meeting. The Chairman stated that there are several items to be discussed. Minutes were approved as received. Chairman stated that the ESV Technical Session chairs have not been able to complete the selection of the papers for their respective sessions.

Review and Discussion of World Wide Research Activities

Dr. Owings reported on several happenings related to safety regulations in the U.S. FMVSS No. 208 - New rule for Frontal Impact Protection that has added new requirements has been issued.

The Tire Problem - There is a mandate from Congress to come up with a new generation of standards for tires in the aftermath of Firestone safety problems. FMVSS No. 109 plus 110 (passenger cars) and FMVSS No. 119 and 120 (other than passenger cars) are being looked at for possible revisions. Along with the tire requirements, enhancements in child safety requirements are being pushed in the legislation recently passed by Congress. The agency will undertake research to include child safety seats testing for side crash protection and rear impact protection, and addition of new and improved dummies. During next calendar year, an NCAP like a requirement for rollover rating will be put into effect. The legislation also has a requirement to develop test procedures for dynamic testing for rollover stability.

Driver distraction due to technology coming into cars - multimedia and information systems coming into cars is a major issue - especially cell phone use. It may be handled through restrictions established at the local level and not at the Federal level. Even voice activated wireless systems are not necessarily risk free.

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Working Group Reports

Side Impact

Mr. Keith Seyer reported that draft reports of the side impact WG had been circulated to WG members and comments were obtained and incorporated into the document. This will be presented at the ESV conference in June. Mr. Keith Seyer reported that the WG met nine times. The draft report summarized the activities and agreements reached to date. The group has divided the activities that have short term and long-term possibilities. However, the group is focused on the long term while keeping abreast of short-term activities worldwide. The group coordinated the WG activity with the Biomechanics WG and the ISO WorldSID WG activities.

The accident data analysis shows female drivers are predominantly involved in side impacts and therefore, a 5th percentile female dummy is needed for the front seat in the mobile deformable barrier test. For the vehicle to pole test, the 50th percentile male dummy is proposed. Test procedures proposed include a vehicle to barrier and pole tests. Two major issues in the side impact WG that remains to be resolved are crabbed test procedures and rear seat testing.

Mr. Keith Seyer stated that the WG has not looked into subsystems level test such as FMVSS No. 201 to supplement the prescribed test in side impacts. However, accident data shows that head injuries from interior contact are a serious problem in side impacts even with restrained occupants.

Advanced Frontal Off Set Working Group

Mr. Lomonaco (EEVC) reported the work of the group. European commission transferred to EEVC the EU plan, to check out various parameters in a two-step approach to address frontal impact protection. The focus is mainly on the first step now, and will check out the second step only later that will be geared toward harmonized test procedures. Eight meetings were held to date and industry groups are participating. Most meetings are held in conjunction with the compatibility WG meetings. Europe is now going to require vehicles up to 8500 lbs. GVWR to comply with the new requirements. Before only M1 vehicles (passenger cars) were required to comply. Now N1 are included.

Vehicle Compatibility

A preliminary draft report was presented by Mr. Peter O'Reilly (U.K.). Eight meetings and two ad hoc meetings of the WGs have been held to date. Much research and testing including those done by the industry are being reported in the WG. Industry involvement in the WG has been very positive. In Europe, SUV-type vehicles represent only five percent of the market. The compatibility issue will require a unified approach between markets. The WG has looked at various test options including full frontal barrier testing, moving deformable barrier testing, offset testing, overload testing, and load cell testing approaches.

ITS Working Group

Mr. Jonah reported the highlights of the ITS WG Report. Human Factors Issues include driver

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inattention and situational awareness and decision-making issues. Such issues are tied to evaluation methodologies in a formative sense or after the technologies have been introduced into vehicles. Eight meetings of the group have been held thus far. Categories of systems are being evaluated on all of the above aspects by some countries. There has been three workshops held by the WG and decisions on eight research projects to be undertaken were made at the workshop. TRL (U.K.) has a safety check list for new technologies that were reviewed by the WG and the group concluded that the checklist was useful.

Critical Issues:

1. Activities in other fora- for example industries whose research work is proprietary and do not wish to share their findings.
2. Not enough research on ITS safety policy.
3. No research resources earmarked to devote to the work.
4. Membership and representations are not a concern in some countries. Relevant government groups have not been identified.
5. Members are unable to commit their countries to the identified research activities.

No collaborative activities have been done to date. The WG has recommendations that will be in the written report.

Minutes from November 10, 2000

WP.29 Research Presentation Discussion

The Chairman opened the meeting at 1:45 p.m. Dr. Owings indicated that WP.29 had asked the IHRA SC to make a presentation on our research activities. In addition, the WG activities could also be presented to the various groups of experts (GRs). It was proposed that technical presentations related to the activities of the WGs could be initiated in 2001 after the ESV conference. There was general agreement among the steering committee members that WG chairs will present the summary of the five years of activity to the GRs after the ESV conference where the reports will be first made. The March 2001 meeting of WP.29 would be a good place to present to that group the IHRA Steering Committee's overall report on the IHRA activities as a whole. It was agreed that the Chairman of the steering committee would speak at the March meeting of WP.29. The report will summarize what has been done which may need about 30 minutes to cover. It was suggested that the list of priorities and topics to be discussed in GRs should be possible items suitable for global technical regulations.

ESV- update

Gerard Meekel reported that the second announcement for the conference went to long list of addressees in July. Information on the exhibition was sent out. He also reported that final list of ESV Technical Chairs has been finalized. Mr. Meekel reviewed the abstracts and reported that an extra session will be added to the Biomechanics technical session because of the large number of abstracts

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received and reviewed. Guidelines for posters, papers, and status reports have been finalized.

In the afternoon of the opening day, an invited speaker will speak on a general theme. Government focal points have also been asked for providing the names of potential recipients of DOT awards. Dr. Owings stated that guidelines are being developed for selecting recipients. It is expected that about ten awards will be made. During the conference no papers will be distributed - only a CD containing the papers and a pocket size document of abstracts will be available.

IHRA Program Review

EEVC

Dr. Friedel had set up a meeting last month in Spain to discuss the EEVC position. A draft position paper is being circulated. It is expected that EEVC will come up with a list of criteria for IHRA. EEVC had difficulty in working as a committee because the WG reports were not available. EEVC will give a report by March 1, 2001. This discussion was followed by a discussion of the self-reviews.

Japan

The objective of IHRA activities in their view is to encourage harmonized technical regulations. Their position was given in a document distributed by Japan.

Canada

Canada supports IHRA. Activities of the WG can be improved. Three items below need consideration:

- 1 In some cases, objectives were not clear who the clients are and who the IHRA customers are.
- 2 What is the relationship between IHRA and regulatory activities?
- 3 Participation in WGs - Not all member countries are involved in all of the WGs.

Australia

Australia suggested that a new working group for data collection be established. They feel that there is a need for uniform data collection. Australia also felt that Event Data Recorder regulations are needed. Australia also felt that the Compatibility WG and Advanced Frontal WG should be combined.

General Discussion

People who can make decisions on government positions should be involved. Canada had hoped that WG would decide research priorities and conduct them as needed. Also resources should be made available for IHRA. There needs to be more commitment of resources, and funds should be made available. The SC felt that a Communication link should be established between IHRA and the regulatory bodies.

Next Meeting

It was agreed that the discussion of IHRA program review should continue at the next IHRA meeting,

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which will be held in conjunction with the next WP.29 meeting in March 2001. Further it was agreed that the Steering Committee should meet on the Sunday before WP.29 starts (March 4, 2001) and possibly 2 day later in the week.

Reconsideration of all the critical reviews will be undertaken at this meeting including the following:

1. Discussion of the presentation to WP.29.
2. The general feeling is that we should go forward with IHRA.
3. Australia suggested the formation of a WG for data collection under IHRA.
4. Combining Frontal and Compatibility Working Groups make sense.
6. Is there a need for a WG focused on rollover?
7. Is there a need for a WG focused on child dummies?

Based on this level of effort, the Steering Committee will meet at the U.S. Mission as follows:

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| Sunday March 4, 2001, | Time:13.00 to 18.00 |
| Thursday March 8, 2001, | Time:14.00 to 18.00 |

End of Report

Prepared by:

Joseph Kani anthra, NHTSA
John Hinch, IHRA Secretariat
February 27, 2001 (draft)
June 26, 2001 (second draft)